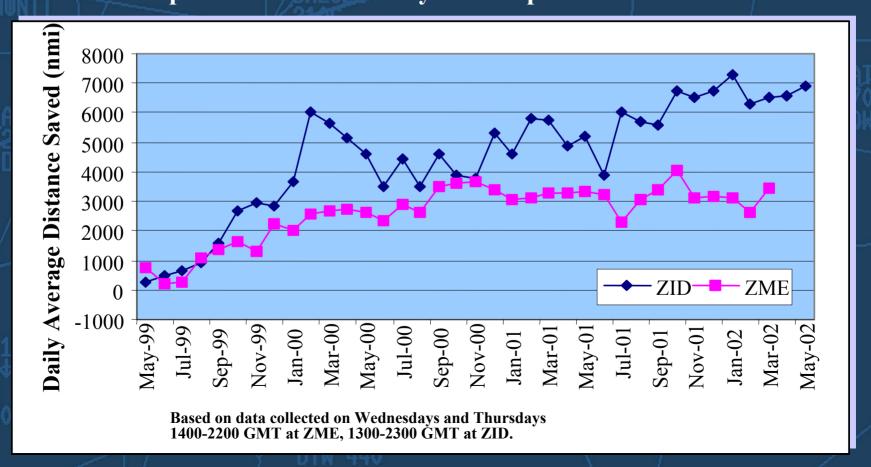
2002 Accomplishments: User Request Evaluation Tool (URET) at 6 Centers



Distance saved from lateral amendments
URET has allowed restriction removals and lateral amendments have saved approximately 7000 nautical miles (nmi)/day at Indianapolis and 3500 nmi/day at Memphis



Example URET Altitude Restriction Removal Results



	History of Indianapolis Evaluations						
<u>-</u>	Restrictions Lifted	Estimated Annual Fuel	Estimated Annual \$ Savings				
 		Savings (gal)	@ \$1.00 per gal.				
	Restrictions Lifted April-November 2000	230,000 NHA959 N3	\$ 230,000 RNL				
10	Restrictions Lifted March-April 2001	DCA 57770,000 AAL	\$ 770,000 1428				
50	Estimated Annual Savings	1,000,000	\$ 1,000,000				

2002 Accomplishment: Controller Pilot Data Link Communications (CPDLC) Build 1 at Miam

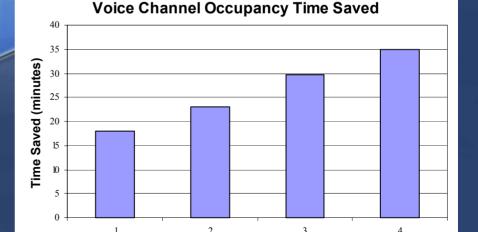
Miami ARTCC



- Single-site deployment
 - ☐ Key site: Miami Air Route Traffic Control Center (ARTCC)
 - ☐ Key site Initial Operational Capability (IOC): 6/02
 - ☐ American Airlines is the launch airline

Note:

Voice channel occupancy times obtained by simulating controller-pilot voice transactions for transfer of communications equivalent to CPDLC Contact, Monitor/CAL, and CAL messages.

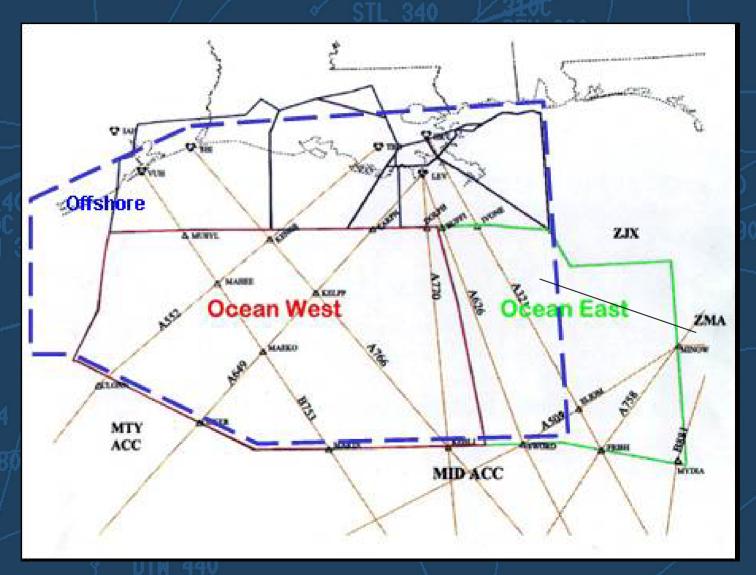


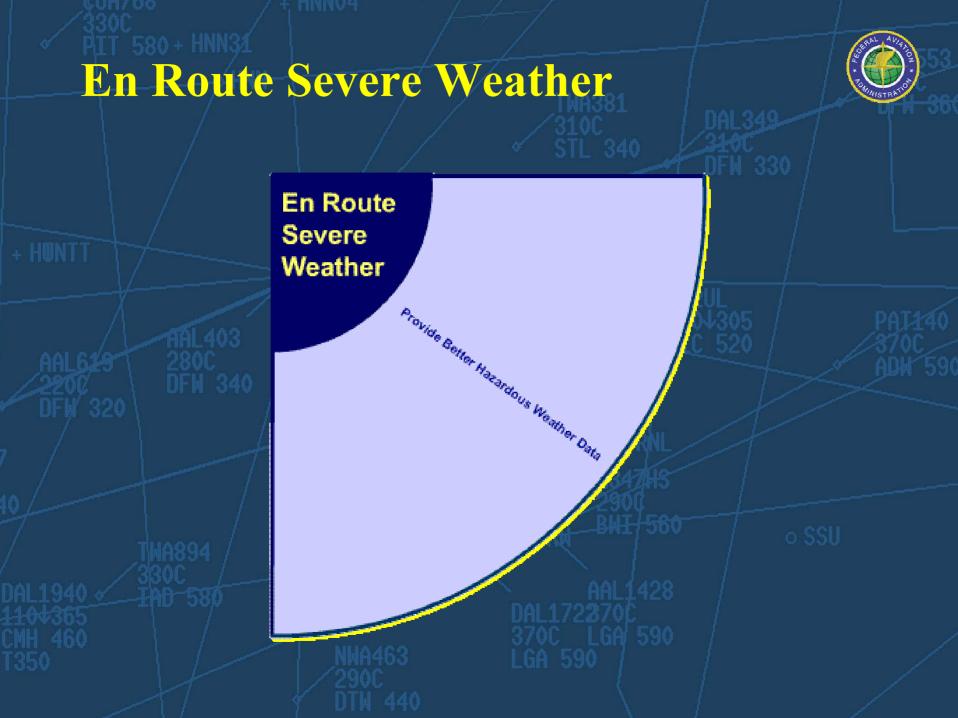
Weeks After IDU

Gulf of Mexico RNAV routes have been implemented DAL



✓ Q Routes estimated to save \$21.6M annually in Gulf of Mexico





En Route Severe Weather

EW-1 Provide Better Hazardous Weather Data



CCFP best practices

CIWS Ops Plan

Prototype 4/6 hr RUC

▼Start CCFP/2003

▼Convective & icing forecast on ETMS and WARP

Initiate Post-analysis.& feedback: CCFP

Schedule Key

▼ = Commitment

▽ = Target

Planning

FY

nformation System Operational

2002 Accomplishment: Ground Delay Programs are Being Executed with Improved Compliance

File Edit View Go Communicator
(Note

ATCSCC OIS SYSTEM

06 14 00 1615:33

OIS Main Menu

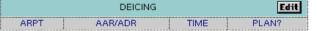
- ± Summary
 ± Schedules
- ± East Directory
- ★ West Directory★ Planning Team
- Severe Weather
- ± Tier Info
- ± Checklists
- Airport Metrics
 GDP Coversheets
 OJT Info
 SOP (leave OIS)
 Phone List
 Comments
 Trouble Reports
 Equipment Callback

(Note: This page will refresh every minute. Last updated Wed, 14 Jun 2000 20:14:57 GMT.)

GROUND DELAY PROGRAMS						Edit	
ARPT	START	END	FACILITIES	REASON	MAX	AVG	AAR
ATL	1809	2359	ZTL2 - DFW	WX ENROUTE	74	38	80
DFW	1800	0259	ALL	THUNDERSTORMS	150	39	72
EWR	1800	0359	ALL CYYZ/CYUL/CYOW/CYHZ	SUPPORT OF SWAP	354	276	5
LGA	2030	0159	NOWEST	TSTRMS ENRTE/SWAP	301	242	-28
РНЬ	1600	2359	ALL CANADA	LOW CEILINGS	267	150	30
STL	1900	0159	ALL	TSTMS	197	113	32

		GROUND STOPS	Edit
ARPT	TIME	FACILITIES	REASON
BOS	2030	ZDC/ZTL/ZJX/ZMA/ZHU	THUNDERSTORMS ON RTE
BWI	2100	ZID/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	WX EN RTE
CLE	2100	ZNY/ZDC/ZID/ZAU/ZBW/ZOB/ZMP	WEATHER/TSTMS
CLT	2100	ZDC/ZNY/ZBW	TSTMS
CVG	2015	ZID/ZOB/ZNY/ZBW/ZDC	TSTMS
DCA	2100	ZID/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	WX EN RTE
DTW	2100	ZDC/ZJX/ZTL/ZMA/ZAU/ZBW/ZID/ZMP/ZNY/ZOB	TSTMS ENROUTE
IAD	2000	ZID/ZOB/ZMP/ZAU/ZKC/ZME/ZFW	WX EN RTE
JFK	2030	ZDC/ZJX/ZMA/ZTL/ZME/ZHU/ZFW/ZAB/ZLA	TSTRM ON RTE
LGA	2030	ZDC/ZJX/ZMA/ZTL/ZME/ZHU/ZFW/ZAB/ZLA	TSTRM ON RTE
MDW	2100	ZAU/ZID/ZME/ZTL/ZDC/ZJX/ZMA/ZOB/ZNY/ZBW	TSTMS
ORD	2100	ZAU/ZID/ZOB/ZMA/ZJX/ZTL/ZME/ZDC/ZNY/ZBW	TSTMS/NO ROUTES
STL	2100	ZNY/ZBW/ZOB/ZID/ZDC	TSTMS
TEB	2030	ZDC/ZJX/ZMA/ZTL/ZME/ZHU/ZFW/ZAB/ZLA	THUNDERSTORMS ON RTE
ZOB	2100	ZTL/ZJX/ZMA	NO ROUTES/WX

DELAY INFO Edit						
ARPT	AD	DD	TIME	REASON		
ATL		+90	1800	ORD G/S		
ATL		+60	2001	WX		
BOS		+135	1920	SWAP		
BWI		+15	1703	LDN/AML RSTRN		



Help

2002 Accomplishment: Collaborative Convective Forecast Product Extended Range Forecast of Thunderstorms is Available on the Command Center Website

Collaborative
Convective
Forecast
Product
Final
RTVS
VERIFICATION

Valid Time: Jun 12, 2001 21Z

Issuance Time: Jun 12, 2001 15Z

Forecast Length: 6hr

PODy: 0.25 CSI: 0.12 Heidke: 0.19 FAR: 0.81 % Area: 4.63 Bigs: 1.30

FORECAST COVERAGE

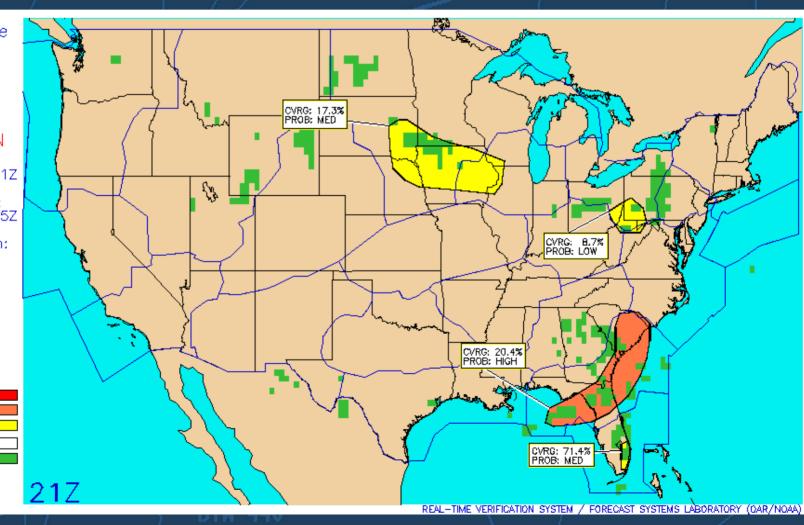
HIGH = 74-100% MED = 50-74%

LOW = 25-49%

Actual % Coverage NOWD

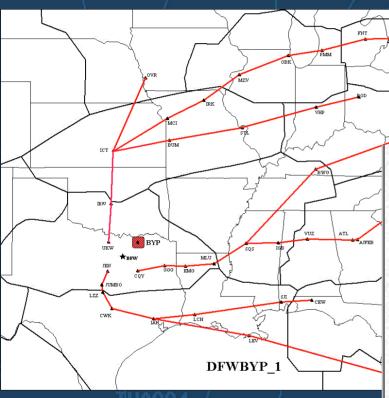
PROB OF OCCURENCE:

MED = 4D - 69%LOW = 1 - 39%



2002 Accomplishment: The Playbook Has Been Expanded to 114 Plans to Provide More Options





✓ Often used in SPO and other advisories

DFWBYP 1

Impacted Resource: DFW BYP STAR

Impacted Flow: DFW TERMINAL ARRIVALS VIA BYP

Action: REROUTE LIT TRAFFIC TO CQY; REROUTE FSM TRAFFIC TO UKW; REROUTE NORMAL CQY TRAFFIC TO JEN

Facilities Included: ZFW/ZME/ZID/ZDC/ZNY/ZBW/CZY/ZTL/ZHU/ZJX/ZMA/ZKC/ZAU/ZOB/ZMP

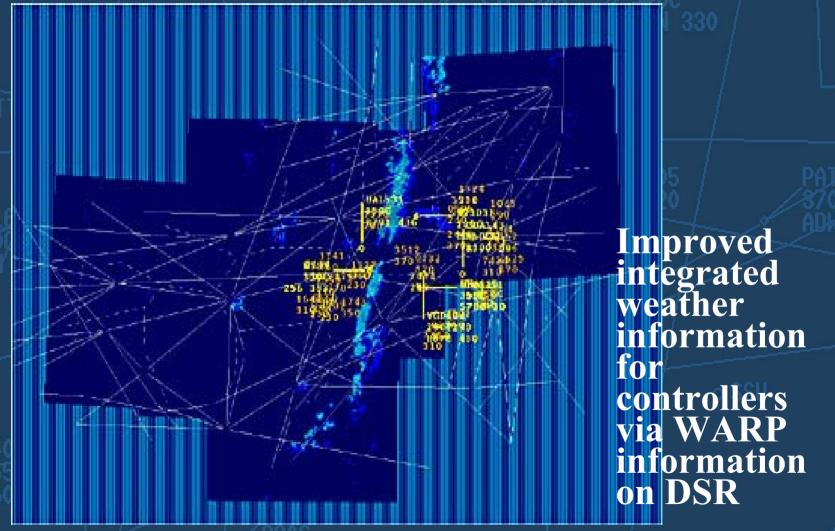
Instructions: REROUTE ANY AIRBORNE TRAFFIC AND INTERNAL DEPARTURES DESTINED THE DFW TERMINAL AREA VIA THE FOLLOWING ROUTES. SUBSTITUTE OTHER DESTINATION IN PLACE OF DFW IF APPLICABLE.

\searrow	FACILITY	ROUTING	TIM	ALT	REMARKS
\neg	ZME	SQS CQY4 DFW			
-	ZID (OVERFLIGHTS)	J6 BWG SQS CQY4.DFW			
	ZID (INTERNALS)	STL J19 ICT IRW UKW6 DFW			
	ZDC (IAD/DCA/BWI)	LDN J134 COLNS J6 BWG SQS CQY4 DFW			
	ZNY	MRB J6 BWG SQS CQY4 DFW			ZNY "DFWQ6" CDRs
	ZBW	SYR J547 FNT J94 OBK MZV IRK J26 ICT IRW UKW6 DFW			
63	CZY	YXU J547 FNT J94 OBK MZV IRK J26 ICT IRW UKW6 DFW			CHECK W/ ATCSCC REGARDING INT'L OVERFLIGHTS
	ZTL	VUZ J52 SQS CQY4 DFW			NORMAL RTE
4 4	ZDC (RDU/RIC/ORF)	SPA J14 VUZ J52 SQS CQY4 DFW			NORMAL RTE
40.0		· · · · · · · · · · · · · · · · · · ·			

✓ Used to coordinate routes during severe weather and other constraining situations



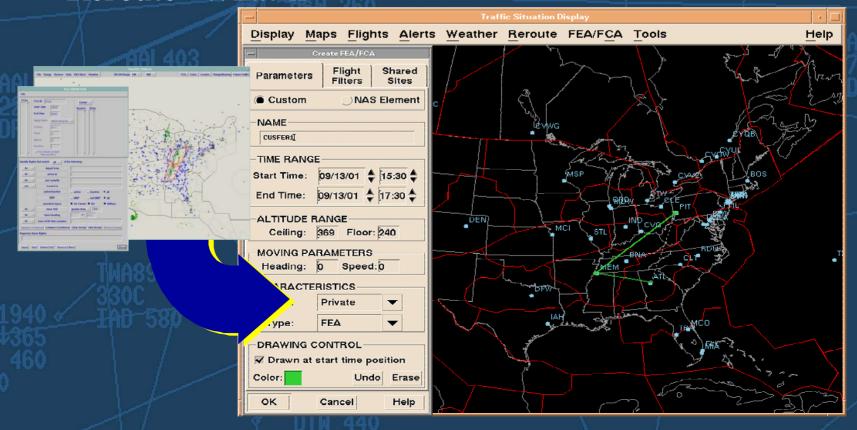






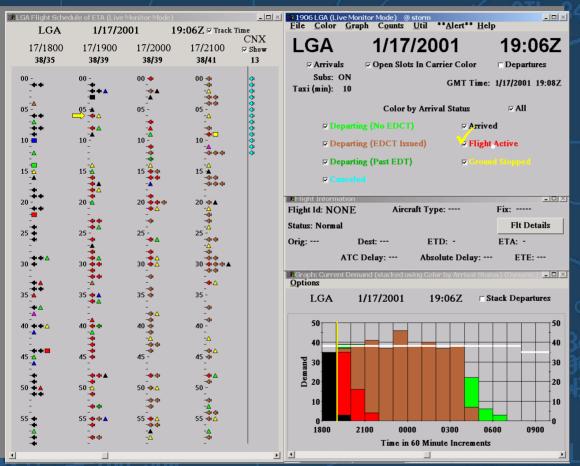
2002 Accomplishment: Flow Constrained Area (FCA) available on

Enhanced Traffic Management System (ETMS) enhanced with initial En Route Congestion Management capabilities
• Reroute "What-if"



2002 Accomplishment: Flight Schedule Monitor (FSM)

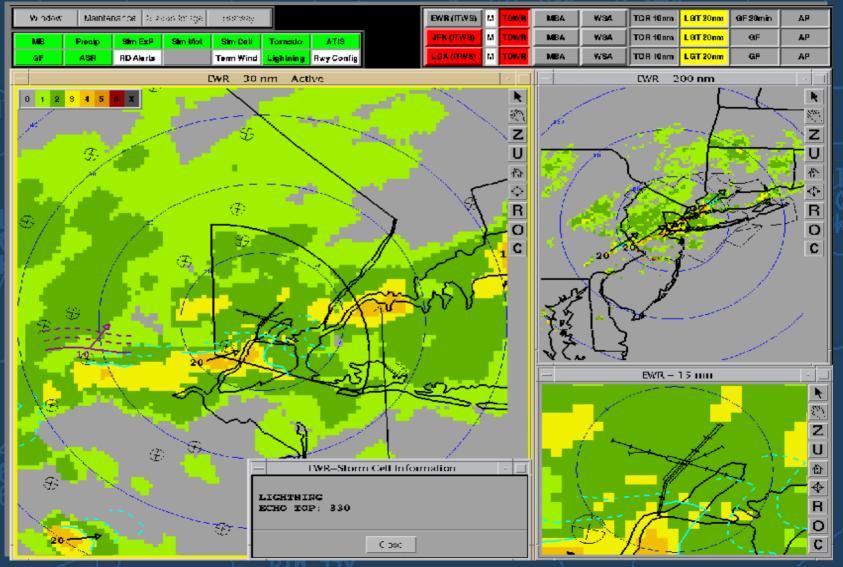




- Monitors airport demand and capacity balance
- ✓ Provides common situation awareness between FAA and airlines
- ✓ Provides traffic flow management options to the ATCSCC
- Issues ground delay programs (GDPs), ground stops(GSs) and other traffic management initiatives.
- Provides data analysis capability

2002 Accomplishment: Evaluation of Corridor Integrated Weather System





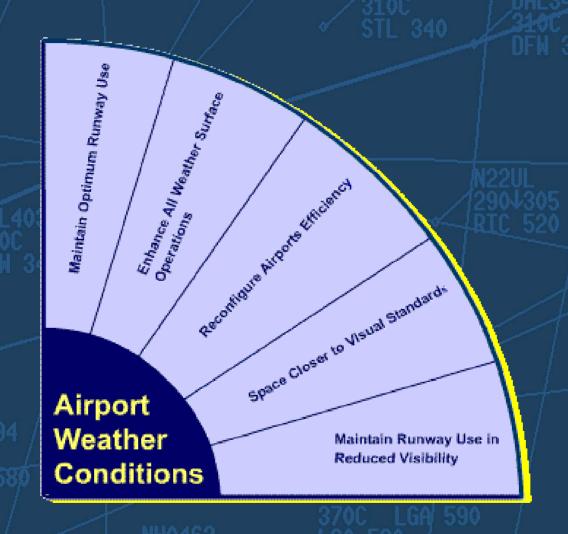




Routes for VACAPES Severe Weather Avoidance

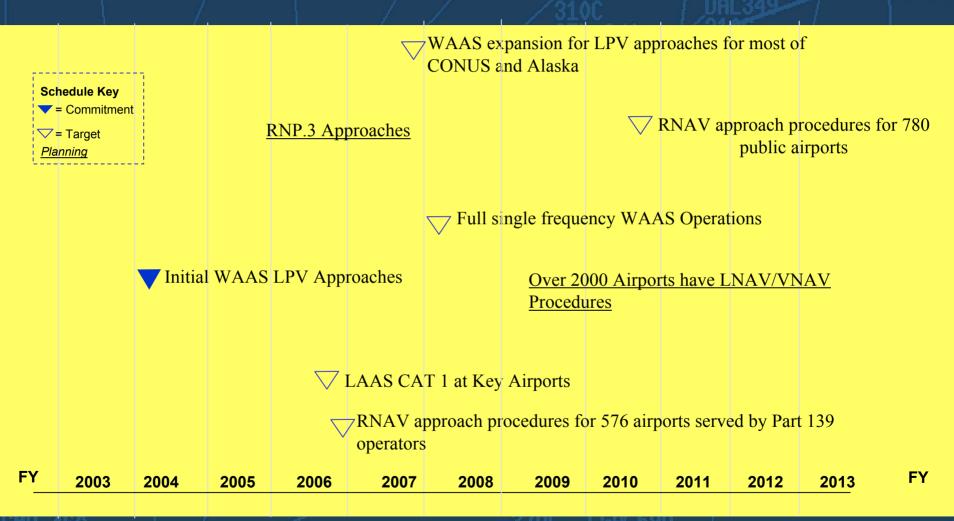






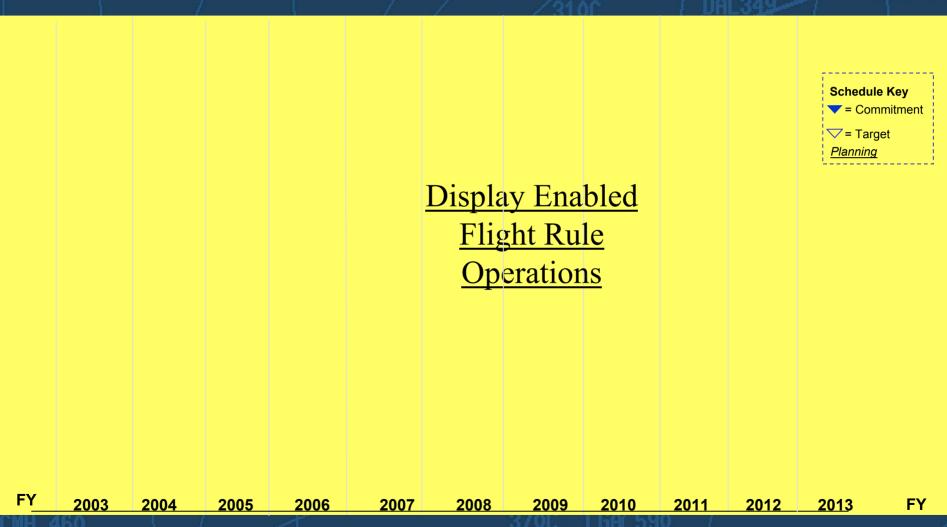
AW-1 Maintain Runway Use In Reduced Visibility





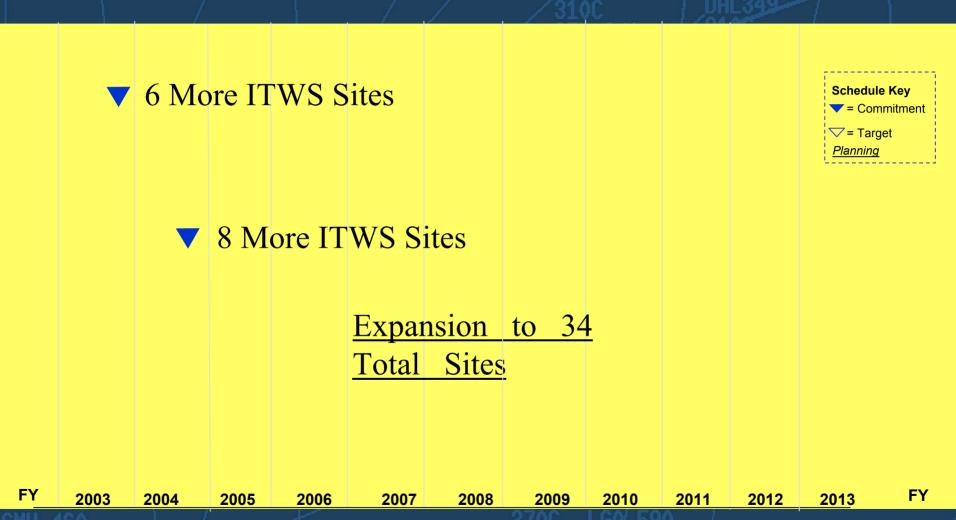
AW-2 Space Closer to Visual Standards





AW-3 Reconfigure Airport Efficiently





AW-4 Enhanced All-Weather Surface Operations





AW-5 Closely Spaced Parallel Runway Operations



▼ SOIA at SFO and STL

New Wake
Mitigation Measures

More Site Specific SOIA Procedures

Schedule Key

▼ = Commitment

▽ = Target

Planning

FY 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 FY